

WATERFRONT NEWS

A. H. Sailing

The steamer *Aleutian*, bound for Alton Bay, arrived from Kauai ports May 10, full cargo of 12,000 tons. The steamer *Arlington* came from San Francisco May 9, on Friday, and will complete her cargo of 1,000 cases of sugar and then proceed to San Francisco and then proceed to Seattle. The Virginian will call at Honolulu direct about the twentieth.

Expect Tenyo Friday.

The *Toku Kisen Kasai Maru*, Tenyo Maru, which is on the way here from Hongkong and Japan ports with considerable cargo from the Orient destined for this port, is expected to arrive here on Friday according to local agents, H. H. Hackford & Co., although they have received no wireless from that vessel since she left the Far East.

Persia Is Coming.

The British steamer *Persia*, formerly the transocean liner *Coptic*, plying between this city and the Orient, is to arrive here about May 7. For many months past the *Persia* has been under charter by the Pacific Mail company to a Chinese company, covering a route connecting Hongkong and Japanese ports with Mexico and Central and South America. The *Persia* is to put in here for inspection and to replenish her coal bunkers. Capt. A. Lechett, formerly of the *Algoa*, commands the *Persia*. After the acquisition of the *Coptic* and the *Doric* from the Oriental and Oriental Steamship Company a few years ago, by the Pacific Mail, the names were changed to *Persia* and *Asia*, and for a long time the *Persia* lay at Hongkong, in reserve.—San Francisco Examiner.

Bared Arms and—

SAN FRANCISCO, May 2.—While the steamship *Asia* had smooth sailing all across the Pacific Ocean and Captain Gaukroger was congratulating himself upon the pleasant termination of his voyage, he ran into a veritable small when he anchored his vessel off the quarantine station at Angel Island Saturday afternoon.

The small was raised by the members of the fair sex on board who held an indignation meeting in the social hall of the vessel when Quarantine Officer Captain Drew announced that everybody on board the liner who had not been vaccinated since the vessel left Hongkong must be vaccinated before they would be allowed to land in San Francisco.

Before leaving Yokohama Capt. G. R. Thompson vaccinated everybody on board excepting the cabin passengers, and as these demurred, and as the smallpox had been confined to the steerage tanks, Doctor Thompson allowed them to pass, awaiting the arrival of the vessel at this port.

When Doctor Drew issued the order on Saturday he met with a flat refusal from almost every woman on board the ship. They gathered together and held an indignation meeting and decided between themselves that there was "nothing doing." They further proclaimed that Doctor Drew could not compel them to be vaccinated and "vaccinated" they "would not be."

There was the choice of "fourteen days on Angel Island" or submit to "vaccination."

A tremendous baring of arms and lifting of dainty lingerie ensued, and in a short time Doctor Drew and his forces announced that the vaccination was complete, that the tempest in the teapot was over and that Captain Gaukroger was free to take his vessel to the dock whenever he was ready.

Shipping Notes.

The steamer *Maui* sails for Hawaii ports at five today.

The steamer *Ke Au Hou* arrived from Kauai ports with no passengers but a shipment of sugar amounting 100

TONAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Tuesday, May 10, 1910.

Year	Month	Day	THERMO.		WIND	WIND DIRECTION	Average Wind Velocity	Cloudiness	Humidity	Average Rainfall	Wind Velocity
			Max.	Min.							
1910	1	10	75	58	74	7	53	8	8	—	—
1910	1	11	82	65	74	7	56	8	8	—	—
1910	1	12	78	68	72	10	68	3	8	—	—
1910	2	10	80	66	73	12	66	6	8	—	—
1910	2	11	83	72	70	12	72	2	8	—	—
1910	2	12	80	67	74	14	70	4	8	—	—
1910	3	10	82	67	74	16	72	4	8	—	—
1910	3	11	80	67	74	14	70	6	8	—	—
1910	3	12	82	68	74	16	72	4	8	—	—
1910	4	10	79	69	74	14	70	6	8	—	—
1910	4	11	82	68	74	16	70	6	8	—	—
1910	4	12	80	65	72	16	66	7	8	16	—
1910	5	8	82	68	74	18	66	10	8	—	—
1910	5	9	80	65	72	16	66	7	8	16	—
1910	5	10	82	68	74	18	66	7	8	16	—
1910	5	11	80	65	72	16	66	7	8	16	—
1910	5	12	82	68	74	18	66	7	8	16	—
1910	6	8	82	68	74	18	66	7	8	16	—
1910	6	9	80	65	72	16	66	7	8	16	—
1910	6	10	82	68	74	18	66	7	8	16	—
1910	6	11	80	65	72	16	66	7	8	16	—
1910	6	12	82	68	74	18	66	7	8	16	—
1910	7	8	82	68	74	18	66	7	8	16	—
1910	7	9	80	65	72	16	66	7	8	16	—
1910	7	10	82	68	74	18	66	7	8	16	—
1910	7	11	80	65	72	16	66	7	8	16	—
1910	7	12	82	68	74	18	66	7	8	16	—
1910	8	8	82	68	74	18	66	7	8	16	—
1910	8	9	80	65	72	16	66	7	8	16	—
1910	8	10	82	68	74	18	66	7	8	16	—
1910	8	11	80	65	72	16	66	7	8	16	—
1910	8	12	82	68	74	18	66	7	8	16	—
1910	9	8	82	68	74	18	66	7	8	16	—
1910	9	9	80	65	72	16	66	7	8	16	—
1910	9	10	82	68	74	18	66	7	8	16	—
1910	9	11	80	65	72	16	66	7	8	16	—
1910	9	12	82	68	74	18	66	7	8	16	—
1910	10	8	82	68	74	18	66	7	8	16	—
1910	10	9	80	65	72	16	66	7	8	16	—
1910	10	10	82	68	74	18	66	7	8	16	—
1910	10	11	80	65	72	16	66	7	8	16	—
1910	10	12	82	68	74	18	66	7	8	16	—
1910	11	8	82	68	74	18	66	7	8	16	—
1910	11	9	80	65	72	16	66	7	8	16	—
1910	11	10	82	68	74	18	66	7	8	16	—
1910	11	11	80	65	72	16	66	7	8	16	—
1910	11	12	82	68	74	18	66	7	8	16	—
1910	12	8	82	68	74	18	66	7	8	16	—
1910	12	9	80	65	72	16	66	7	8	16	—
1910	12	10	82	68	74	18	66	7	8	16	—
1910	12	11	80	65	72	16	66	7	8	16	—
1910	12	12	82	68	74	18	66	7	8	16	—
1910	13	8	82	68	74	18	66	7	8	16	—
1910	13	9	80	65	72	16	66	7	8	16	—
1910	13	10	82	68	74	18	66	7	8	16	—
1910	13	11	80	65	72	16	66	7	8	16	—
1910	13	12	82	68	74	18	66	7	8	16	—
1910	14	8	82	68	74	18	66	7	8	16	—
1910	14	9	80	65	72	16	66	7	8	16	—
1910	14	10	82	68	74	18	66	7	8	16	—
1910	14	11	80	65	72	16	66	7	8	16	—
1910	14	12	82	68	74	18	66	7	8	16	—
1910	15	8	82	68	74	18	66	7	8	16	—
1910	15	9	80	65	72	16	66	7	8	16	—
1910	15	10	82	68	74	18	66	7	8	16	—
1910	15	11									